

APPENDIX H

CONCEPT 8 - PLANNING COMMITTEE ALTERNATIVE

Concept 8. Planning Committee Alternative: Multiple Use - Integrated Use Emphasis (this alternative was prepared by the Mission Valley Unified Planning Committee. The alternative is included as submitted by the Planning Committee. For additional detailed information see Appendix H.)

Overall Goal - To provide a community plan for Mission Valley which allows for its continued development (through market initiative) as a quality regional urban center in the City of San Diego while recognizing environmental concerns, the Valley's traffic needs and encouraging the Valley's development as a community.

Concept 8 is based on a realistic, and implementable land use proposal, as determined by the Mission Valley Unified Planning Committee. The land uses were those recommended by the property owners and local development interests. A strong multiple use component is proposed for large undeveloped tracts of land along Friars Road. The transportation plan has been developed based upon these land use assumption.

The open space element is the key, not only to open space recommendations, but urban design recommendations as well. Urban design focuses on the river, hillsides, and transportation corridors. The open space element discusses development criteria for the flood control facility, hillsides and park and recreation areas.

Implementation envisions the developments of new zoning legislation to address development intensity and multiple use. A financing plan that envisions the establishment of assessment districts to provide funds for the development of public facilities within the community is included as part of the implementation plan.

The "Planning Committee Alternative - Integrated Use Emphasis" concept includes: a) a multiple use approach to development; b) an emphasis on an integration of commercial-retail, commercial-recreation, office and residential uses; c) encouragement of residential development in order to complement the commercial and office development presently prevalent in Mission Valley; d) the addition of resident-oriented community facilities and services; e) a comprehensive transportation system with an emphasis on achieving a viable internal circulation network; and, f) a natural appearing, soft-bottomed floodway solution to flood protection, with optional augmentation by means of a supplemental diversion facility in order to contain a 100-year flood.

Concept 8 is an attempt to complement existing and future commercial office development with an appropriate amount of residential development.

This concept assumes the following: a) all developable and redevelop-able property is to be designated "multiple use" unless the property owner elects to retain the existing zoning applicable to the property; b) existing CA, CO, and CR zoning remain on developed properties at the option of the property owners; c) all future development intensity is regulated by a maximum floor area ratio of 2.

This development intensity approach is intended to equitably distribute future land use intensification in Mission Valley. The "multiple use" designation permits any of four land uses (office, retail, hotel, residential) either singly or in some combination.

The Concept 8 approach to development intensity would regulate intensity by means of traditional zoning ordinances. The Committee has opted this approach as best adopted to achievement of the plan's goal: a multiple use approach to development with emphasis on an integration of commercial-retail, commercial-recreation, office, and residential uses. The multiple use concept will, in itself, be effective in dealing with the Valley's traffic problems by reducing the traffic volumes which could be expected from comparably sized single use developments. Different land uses produce different traffic loads, particularly at peak hours, and multi-use will tend to minimize traffic congestion.

Mission Valley is characterized by an abundance of regionally oriented shopping, office and recreational facilities, but lacks resident-oriented support facilities despite considerable residential growth. It is felt that a moderate amount of residential growth under this concept would justify providing such local support facilities as supermarkets and other neighborhood retail and service facilities, medical clinics, etc.

A balanced transportation system is an essential ingredient of Concept 8 with an emphasis on achieving a viable internal circulation network.

Public transit modes would be supplemented by an extensive walkway and bikeway system linking many of the Valley's major activity centers. This concept also requires a significantly upgraded surface street system in order to reduce, or eliminate entirely, current reliance upon use of the freeway system to travel within the Valley. Although a light rail transit (LRT) line is not an integral part of Concept 8 at this time, one could ultimately be of significant benefit to Mission Valley. The future extension of an LRT line from Centre City through Mission Valley to the stadium (and possibly north along I-15 to the city of Escondido) could reduce dependence upon the automobile and reduce traffic congestion and parking problems in the Valley.

Concept 8 embodies a natural-appearing, soft-bottomed floodway approach to flood protection, with optional augmentation by means of a supplemental diversion facility, with the combined objectives of providing a major flood control facility to contain the 100-year frequency flood in a visually attractive setting, while also making more land available for development than is presently the case.

The overall appearance of this flood protection system would be similar to that of a river greenbelt with water year-round in the low-flood channel and preservation of much of the existing riparian/wetland habitat. The river corridor itself could be conceivably designed to accommodate a variety of uses which would complement the abutting land uses and provide flood control protection and habitat conservation.

Concept 8 - Transportation Design Criteria and Environmental Criteria

The design of a balanced transportation system which implements the planning principles underlying the development of Mission Valley requires reevaluating present transportation practices to achieve better integration of the transportation facility design with other land use elements of the community.

For planning purposes, design of the transportation system is conceptualized two ways: first, as a flow of people and goods linking specific centers of activity; and second, as a physical structure occupying horizontal and vertical space. The physical shape of facilities should complement the adjoining communities. The use of standardized rigid physical design concepts should be avoided short of demonstrable safety or hazard problems.

In terms of the regional street and highway network, the plan assumes that SR-52 will be completed east to SR-67; construction of I-15 will be finished north of I-8; and SR 125 will be constructed between I-8 and SR 56 in Poway. New streets and improved facilities are also contemplated, as indicated on the maps included in the plan. Despite these improvements, some areas of the implementing will experience congestion during peak periods. This projected level of congestion is considered acceptable near freeway interchanges.

Concept 8 - Public Transit

The long-term development of Mission Valley as a vital regional employment and residential community may be severely impacted by total reliance on the automobile. In order to accommodate projected development it is essential that public transit corridors and stations be provided. Use of public transit (alternative transportation systems) could go a long way in preserving the vitality of Mission Valley. Through cooperation among the various private interests, and working together with government, a new transportation system could be developed that would ensure the long term viability of Mission Valley as a major hub of the San Diego Region.

Concept 8 - Light Rail Transit

A desirable element of the long-term transportation solution for Mission Valley is the extension of the regional light rail transit (LRT) system. The LRT may provide an alternative method of moving commuters through the Valley. An extension could include a line running from downtown, through the Valley to either the east county area (via Mission Gorge/I-8) or north to Escondido (via I-15). Preliminary studies indicate that ridership in the Valley could be relatively high.

Concept 8 - Land Use

Objectives

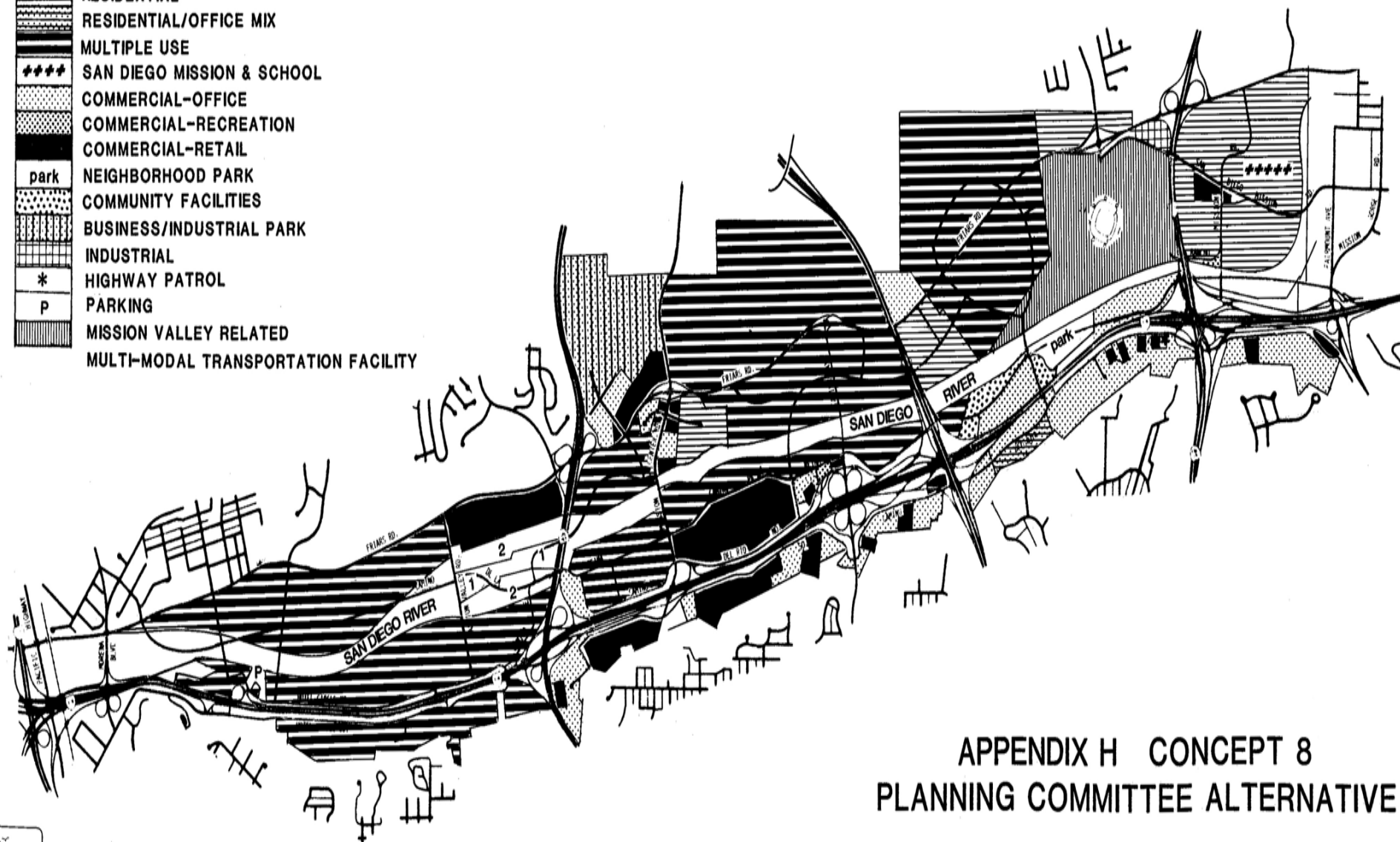
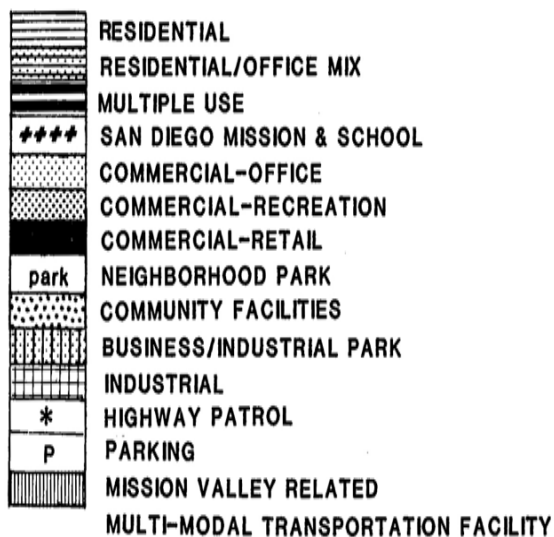
- Encourage multiple use development in which commercial are combined/integrated with other uses.
- Promote Mission Valley as a regional retail
- Provide a full range of retail uses.
- Encourage visitor-oriented commercial development.
- Encourage continuation of existing and development of new commercial-recreation uses, particularly along the San Diego River.
- Encourage good design in new commercial development.

Proposals

- Provide neighborhood/convenience commercial facilities near, or as part of, residential developments.
- Encourage the combining of commercial and other uses.
- Encourage commercial-office development which includes personal services for employees such as cafeterias, barbers, dry cleaners, etc.
- Encourage commercial-recreation uses and other related uses (restaurants, sports facilities and equipment, specialty shops, etc.) to locate adjacent to the river.

Development Guidelines

- Provide parking garages as an integral part of new development utilizing ground level spaces for retail activity.
 - Locate neighborhood/convenience uses toward the center of residential areas to promote pedestrian and/or bicycle accessibility.
 - Connect various developments (new and existing) by transit, pedestrian and/or bicycle routes to discourage intra-implementing auto traffic.
 - Residential development should be in the form of generally self-contained areas. The following proposals are intended to achieve this concept:
1. Provide amenities intended primarily for use by residents. These amenities should include:
 - a. Leisure activity areas.
 - b. Active recreational facilities.
 - c. Child care centers.



CITY OF SAN DIEGO
PLANNING DEPARTMENT

APPENDIX H CONCEPT 8
PLANNING COMMITTEE ALTERNATIVE
PROPOSED LAND USE
MISSION VALLEY COMMUNITY PLAN

FIGURE
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- d. Neighborhood and convenience shopping and professional office complexes.
 - e. Cultural/educational opportunities.
 - f. Community facilities and services.
2. Design internal circulation paths to reduce dependency on the automobile and minimize conflicts among pedestrian, bicycle and automobile traffic.
 3. Encourage a mix of housing types and densities, integration of commercial uses and flexibility in site arrangement.
 4. Discourage visitor-oriented uses from locating within residential areas to minimize conflicts between residents and tourists. This include:
 - a. Lodging facilities.
 - b. Outdoor amusements.
 - c. theaters.
 - d. Other uses that tend to draw traffic from outside the community.
- Large scale development (commercial, office, or commercial-recreation) at the base of the south slopes should be allowed to extend above the 150-foot elevation contour on the southern slopes.

Concept 8 - Parks and Recreation

The major concentrations of residential development in the community are located at the western and eastern ends of the Valley. A new YMCA (Young Men's Christian Association) facility was recently completed at the western end of the Valley on Friars Road. This facility (developed on leased city-owned land) provides both indoor and outdoor recreational facilities: one, at the eastern end of the Valley, on Rancho Mission Road near the river; and, the second, at the western end of the Valley on Hotel Circle North. The need for active and passive recreational opportunities will increase as residential development increases in the Valley.

The project residential population indicates a need for active recreational parks in addition to what is currently provided by the YMCA and Sefton Little League Field.

Objective

- Provide adequate park and recreation areas on presently owned public real property for the use of Mission Valley residents.

Proposals

- Construct and develop two public parks on the city-owned land: one adjacent to the YMCA in the western portion of the Valley and the other on a parcel bounded by Milly Way on the west, Camino de la Reina on the south and the floodway on the north.
- Utilize the San Diego River corridor for passive recreation.
- Coordinate with private recreational facilities and commercial interests so that the private facilities complement and supplement the public recreational system.
- Expand the existing sports facility abutting the stadium parking lot.

Development Guidelines

- Combine appropriate passive recreational use of wildlife and/or wetland conservation areas and water resources.
- Provide common landscaped open areas in new developments for recreational use by occupants of the developments.
- Use park fees for the two public parks to be built on City property.
- Each park should be as large as feasible with reference to the site available. The park adjacent to the YMCA should consist of open lawn areas and jogging trails. The other park should include open lawn areas, multi-purpose playing fields, jogging trails, slides, swings, bars and restrooms.

Concept 8 - Development Intensity

The purpose of the development intensity element is to provide a method to equitably balance and distribute future land use intensification in Mission Valley.

Mission Valley is an important commercial center for the entire City of San Diego. It is now the City's major retail center, as well as the focus of much of the City's commercial recreation and commercial office development.

In dealing with development intensity, a balance must be achieved between a variety of competing interests. These include the interests of the owners and occupants of presently developed commercial property, residents of the community, property owners with land which will accommodate future development, and the citizens of the entire San Diego community who make use of the regional commercial facilities for business, trade, entertainment and recreation.

Concept 8 addresses such concerns as provision for an adequate transportation system and flood protection along the lower reaches of the San Diego River. Concept 8 envisions that these problems will be met and resolved on a continuing basis through the cooperative efforts of

Mission Valley property owners and the responsible governmental agencies. The Planning Committee believe that the resolution of problems such as traffic circulation must be continuing, innovative and concurrent with developmental as contemplated by Concept 8. Responsible planning mandates that the designated problems be resolved to accommodate responsible development, not used as an excuse to curb the right of property owners to utilize their property, now or in the future, in accordance with the Plan's land use element.

The Committee recognizes that totally unlimited development in the Valley would unnecessarily exacerbate the identified problems. Similarly, unreasonable restrictions on development would create stagnation in this major commercial center and place Mission Valley at a competitive disadvantage with other commercial areas of the City.

The Committee is cognizant of the fact that Mission Valley already encounters some disadvantages in competing with other commercially competitive areas within the City of San Diego. As revealed in the community facilities element of the Plan, virtually no public facilities have been provided for Mission Valley, while large commitments of public funds are continually made to downtown redevelopment. No such commitment of redevelopment funds is needed for Mission Valley, but in equity, no unreasonable restrictions should be imposed on commercial development in the community plan area.

The Committee's inquiry as to control the development intensity has led to consider two possible methods. The first of these is a proposal to limit development by means of assigning development rights to parcels or property on the basis of the City's traffic count studies (average daily trips). The Committee has rejected this method because the best evidence available establishes that such studies are not scientific or reliable, are speculative in nature and, if applied, would result in a down-zoning of Mission Valley properties.

The second approach to development intensity would regulate intensity by means of traditional zoning ordinances. The Committee has opted for this approach as best adapted to achievement of the Plan's goal: a multiple use approach to development with emphasis on an integration of commercial retail, commercial recreation, office and residential uses. The multiple use concept will, in itself, be effective in dealing with the Valley's traffic problems by reducing the traffic volumes which could be expected from comparably sized single use development. Different land uses produce different traffic loads, particularly at peak hours, and multi-use will tend to minimize traffic congestion.

The Committee also believes that the implementation ordinance, included in the plan as Appendix B, strikes an appropriate balance between the regulatory function of planning and the function of the market place in achieving the goal of an integrated multiple use development in Mission Valley.

The Committee's study has reviewed the existing zoning ordinances in force in the City of San Diego which accommodate commercial development and/or impose limitations thereon. In present ordinances, limitations on development intensity are generally achieved through imposition of a floor area ratio, a lot coverage limitation and/or a requirement for specified parking spaces.

For instance, in the San Diego downtown area business properties are zoned either C (Commercial) or CBD (Central Business District). The CBD Zone has no floor area requirement, no coverage limitation, no parking requirement and no landscaping requirement. The C Zone has a floor area ratio of 2, no coverage limitation on the lot, no parking requirement and no landscaping requirement.

Business properties in Mission Valley are, at the present time, generally found in one of three zones: CA (Commercial Area; area shopping center), CR (Commercial Recreation), or CO (Commercial Office). Other properties now being utilized for business purposes are functioning under variances and/or conditional use permits. The CA and CO zones have a floor area ratio of 2, and the CR Zone has a floor area ratio of 1. The CA and CO zones applicable to Mission Valley have a coverage limitation of 50 percent for an interior lot and 60 percent for a corner lot. The CR Zone has a 35 percent coverage limitation.

In the CA, CO and CR zones, parking requirements vary from one parking space per 200 square feet of floor space to one parking space per 400 square feet of floor space.

In achieving a balance between the interests of property owners in developing their land and the interests of the community in regulating development intensity, the Committee believes a proper balance will be struck through an implementation ordinance more restrictive than the commercial zoning now applicable to the downtown area, but specifically encouraging the integrated multiple use development for Mission Valley which is the intent of Concept 8.

The Committee proposes that an ordinance be adopted creating a new zone to be known as "Commercial Area 2" (CA2). This zone, which would specifically permit the multiple uses contemplated by Concept 8 would be applied to properties currently in commercial use and properties for which future commercial use is now contemplated, unless the property owner elected to retain the existing zoning applicable to the property. The CA2 Zone would include in one simplified zoning category the areas now zoned CA, CO, and CR, unless the property owner elected to retain the present zoning, as well as those properties in other zones where CA2 zoning is requested by the property owners. At the time a parcel of property is placed in the CA2 Zone, the property owner may, but shall not be required to, indicate one or more of the permitted uses in the zone for which the owner intends to utilize the property.

1. The purpose and intent section of the CA2 ordinance includes most of the purposes and intent clauses now found in the CA, CO and CR zoning ordinances.
2. Permitted uses are those set forth in the present ordinance establishing the CA, CO, CR, C and CN zones. The purposes include, among other things, various goods retail goods establishments, hotels and motels, various recreational facilities, private clubs, restaurants, theatres and business and professional offices. Permitted uses in the CA2 Zone also include residential development in accord with the integrated use goal of the community plan.
3. The minimum lot dimension in the CA2 Zone is 10,000 square feet, as in the present CA Zone. The ordinance includes the exception currently found in CA, CO and CR zoning ordinances which state: "Any lot which qualifies under the definition of a lot as set forth in

this code and which does not comply in all respects with the minimum lot dimensions specified herein may, nevertheless, be used as permitted and otherwise regulated by the provisions applicable to this zone."

4. The minimum yard requirement is similar to that in the present CO Zone (Front of 15 feet, etc.).
5. The CA2 Zone includes a maximum floor area ratio (FAR) of 2, the same as in the present CO and CA zones. By placing all of the potential uses under the same floor area ratio requirement, a multiple use is encouraged, by eliminating an FAR advantage by selection of one form of development as opposed to other approved uses. In determining floor area ratio, a property owner may include in his computations portions of his land adjacent to the development which are included in the FW Zone, the FPF Overlay Zone, or the Hillside Overlay Zone.
6. No maximum coverage requirement is included in the CA2 Zone, as adequate limitation is achieved through the imposition of the floor area ratio.
7. Regulations for residential development are modified in the CA2 Zone, as opposed in the CA, CO and CR zoning ordinances, to encourage the integrated multiple use contemplated by the community plan.
8. Landscaping requirements in the CA2 Zone are comparable to those found in the present CA, CO and CR zoning ordinances.
9. Off-street parking requirements in the CA2 Zone shall be those set forth in detail in the proposed CA2 zoning ordinance, included in the following pages. Any portion of a facility devoted to meeting the off-street parking requirements shall not be counted in determining floor area.

The Committee is cognizant that a number of property owners in Mission Valley have parcels not now available for commercial development, but upon which commercial development is contemplated in the future. The Committee has considered the right of property owners to develop their land in future years in accord with the plan's concepts and requirements, as well as immediate development rights.

As part of the implementation process, zoning within the community plan area must be brought into conformity with Concept 8. Figure 3 reflects a harmonization of Concept 8's goals with the expressed desires of the Valley's present property owners.

The Committee proposes that as part of the implementation process, a general rezoning of Mission Valley properties be enacted in accord with the land use designations on Figure 3 to bring: 1) zoning in Mission Valley into conformity with the community plan; 2) permit property owners to place their properties in the CA2 Zone, whether or not immediate commercial development of the property is contemplated; and, 3) accomplish the rezoning without the necessity for joining the rezone application with a specific indication of the proposed usage (such

as a PCD, PRO, or tentative map). A general rezone of Valley properties, in implementation of the community plan, also places all property owners on a plane of equality with regard to zoning, irrespective of the point in time at which commercial development of specific properties is contemplated.

Objective

- To equitably balance and distribute future land use intensification.

Proposals

- Control of development intensity through traditional zoning concepts and the normal function of the marketplace.
- Adoption of an ordinance providing for a new Commercial Area 2 (CA2) Zone to encourage a pattern of integrated multiple use development in Mission Valley.
- A general rezone of Mission Valley, in implementation of the community plan, to bring zoning into conformity with Concept 8.

Concept 8 – Transportation Improvement Phasing

The Mission Valley traffic forecasts have identified the ultimate improvements to the transportation network that will be needed in the Valley. Each of these improvements has been phased, based upon the amount of development that occurs in different areas of Mission Valley. As development proceeds in these various areas, street and ramp improvements will be required at certain stages.

Equivalent dwelling units (EDU) have been selected to translate different types of development into a common denominator. The EDU factor for each type of land use in Mission Valley is listed in Table 7. In order to monitor the EDU's in Mission Valley, the Valley was divided into 12 sectors, basically along the San Diego River and the north-south freeways (Phasing Sector Map). These sectors were grouped together according to which street or ramp improvements will be required because of development of those areas (Table 7 and Figure 28). Table 7 indicates the maximum amount of EDU's that can be developed within a group of sectors before certain street improvements are necessary. These EDU totals exclude any projects that are underway or have approved tentative or final maps. If a new project replaces an existing land use, only the differences in EDU's between the new and old use should be counted in monitoring total EDU's. Notice that some of the groups have several levels of development that require different road improvements.

When an EDU threshold is reached which triggers the need for an improvement in a sector, the City should initiate such action as may be required to assure that the cost of the improvement is apportioned to all properties which will benefit from the improvement, rather than place the entire burden of the improvement on a pending development.

The phasing of transportation improvements by means of EDU's does not constitute a limitation on development by means of a traffic court, but merely provides for the orderly implementation, as needed, of the improvements to the circulation system included in the community plan.

**CONCEPT 8 - MISSION VALLEY UNIFIED PLANNING
COMMITTEE - IMPLEMENTATION ALTERNATIVE**

PROPOSED CA2 ZONING ORDINANCE

SEC. _____ CA2 ZONE(COMMERCIAL AREA 2)

A. PURPOSE AND INTENT

The CA2 Zone is primarily intended to provide for mixed use development with emphasis on an integration of commercial retail, commercial recreation, office and residential uses. The Zone is intended to accommodate all of the following:

1. Establishments catering to the lodging, dining and recreational needs of tourists and others, characterized by a diversity of recreational facilities;
2. Business and professional offices and certain allied services normally associated with such offices;
3. Community and regional shopping centers, which typically serve large areas of the City;
4. Residential development to encourage a mixture of residential and commercial uses within the CA2 Zone.
5. Shopping areas that provide convenience goods and services for residential neighborhoods.

B. PERMITTED USES

In the CA2 Zone, no building or improvement, or portion thereof shall be erected, constructed, converted, established, altered or enlarged, nor shall any premises be used for one or more of the following purposes:

1. Hotels and motels.
2. Recreational facilities, including but not limited to:
 - a. Golf courses, including miniature courses and driving ranges.
 - b. Recreation centers.
 - c. Swimming pools, gymnasiums and health centers.
 - d. Tennis, badminton, volleyball, and similar courts.
 - e. Skating rinks.

- f. Bowling lanes.
 - g. Riding stables.
 - h. Marinas.
3. Apartments, condominiums and other residential developments.
 4. Regional shopping centers.
 5. Shopping centers designed to provide convenience goods and services for residential neighborhoods.
 6. Private clubs, lodges and fraternal organizations.
 7. Restaurants and bars with incidental entertainment and dancing.
 8. Theaters, including open-air theaters.
 9. Public utility electric distribution substations, gas regulators and communications equipment buildings developed in accordance with building and landscaping plans approved by the Zoning Administrator.
 10. Parking lots - commercial.
 11. Public parks, public playgrounds.
 12. Accessory uses for any of the foregoing permitted including but not limited to the following:

Business services customarily catering to hotel and motel guests and apartment occupants. These may include sales of newspapers and magazines, tobacco and packaged liquor; barber and beauty shops; florists and gift shops; agencies for laundering, dry cleaning and pressing; agencies for tickets, travel and car rentals.
 13. Business and professional office uses. Such uses may include accountants, advertising agencies, architects, attorneys, contractors, doctors, engineers, financial institutions, insurance agencies, medical clinics (no overnight patients), photographers, real estate brokers, securities brokers, surveyors and graphic artists.

14. Retailing of goods and dispensing of services from the following establishments:
- a. Addressing, secretarial and telephone answering services.
 - b. Ambulance service.
 - c. Antique shops.
 - d. Apparel shops.
 - e. Automobile and truck sales and rental agencies (usable vehicles only).
 - f. Automobile wash establishments.
 - g. Automobile paint and repair shops, including body and fender work if entirely within an enclosed building.
 - h. Bakeries.
 - i. Beauty shops.
 - j. Bicycle shops.
 - k. Boat Sales agencies.
 - l. Book stores.
 - m. Building material stores, provided that any open storage areas are completely enclosed by walls or buildings or a combination thereof; said walls and buildings shall not be less than six feet in height, and provided also there shall be no outdoor storage of merchandise, material, equipment or other goods to a height greater than that of any enclosing wall of building.
 - n. Business machine sales display and service.
 - o. Confectionaries.
 - p. Curtain and drapery shops.
 - q. Dairy stores, including drive-in.
 - r. Drafting and blueprint service.
 - s. Dry cleaning establishments (no truck delivery of finished cleaning).
 - t. Dry cleaning and laundry agencies and self-service dry cleaning and laundry establishments.

- u. Dry goods stores and pharmacies.
- v. Electronic data processing, tabulating and record keeping services.
- w. Employment agencies.
- x. Equipment and tool rental establishments (no man-ridden equipment).
- y. Feed stores.
- z. Financial institutions.
- aa. Florists.
- bb. Food stores.
- cc. Frozen food lockers.
- dd. Funeral Parlors.
- ee. Furniture stores.
- ff. Hardware stores excluding sale of used building materials, used appliances, and used plumbing supplies.
- gg. Hobby shops.
- hh. Ice delivery stations.
- ii. Jewelry stores.
- jj. Leather goods and luggage shops.
- kk. Liquor stores.
- ll. Locksmith shops.
- mm. Medical appliance sales.
- nn. Moving and household storage facilities.
- oo. Music stores.
- pp. Newspaper plants.
- qq. Nurseries-plant.

- rr. Office furniture and equipment sales.
- ss. Paint and wallpaper stores.
- tt. Pawn shops.
- uu. Pet shops.
- vv. Photographic equipment, supplies, and film processing stores.
- ww. Photographic studios.
- xx. Post offices.
- yy. Radio and television broadcasting studios.
- zz. Radio, television and home appliance repair shops.
- aaa. Shoe repair shops.
- bbb. Shoe stores.
- ccc. Sporting goods stores.
- ddd. Stationers.
- eee. Studios for teaching of art, drawing and music.
- fff. Tire sale, repair and recapping establishments if entirely within an enclosed building.
- ggg. Trade and business schools.
- hhh. Trailer sales agencies.
- iii. Transportation terminals.
- jjj. Travel bureaus.
- kkk. Variety stores.

15. Labor unions (no hiring halls) and trade associations.

16. Medical, dental, biological and x-ray laboratories.

17. Any other use which the Planning Commission may find to be similar in character to the uses, including accessory uses, enumerated in this section and consistent with the purpose and intent of this zone. The adopted resolution embodying such finding shall be filed in the office of the City Clerk.

18. Accessory uses for any of the foregoing permitted uses including on-premises signs constructed, fabricated, erected, installed, attached, fastened, placed, positioned, operated and adapted in accordance with the regulations as set forth in Chapter X, Article 1, Division 11, and Chapter IX, Article 5, Division 1 of this code.
19. At the time a parcel of property is placed in the CA2 Zone, the property owner may, but shall not be required to, indicate one or more of the permitted uses in the zone for which the owner intends to utilize the property.

C. SPECIAL REGULATIONS

All accessory uses shall be located in the same building as the permitted use or uses which they serve. There shall be no entrance to any such accessory uses except through a foyer, court, lobby, patio, or other similar area. However, neither of the foregoing regulations shall be applicable to signs or accessory uses exclusively serving outdoor recreational activities.

D. PROPERTY DEVELOPMENT REGULATIONS

No building or portion thereof shall be erected, constructed, converted, established, altered, enlarged, used, now shall any premises be used unless the lot or premises and buildings shall comply with the following regulations and standards:

1. Minimum Lot Dimension.
 - a. Area - 10,000 square feet.
 - b. Street Frontage - 50 feet, except that for any lot which fronts principally on a turnaround or on a curving street line having a radius of less than 100 feet, the minimum frontage shall be 30 feet.
 - c. Width - 50 feet.
 - d. Exception. Ant lot which qualifies under the definition of a lot as set forth in this code and which does not comply in all respects with the minimum lot dimensions specified herein may nevertheless be used as permitted and otherwise regulated by the provisions applicable to this zone.
2. Minimum Yards.
 - a. Front-15 feet, except that for any portion of a lot which fronts on a turnaround or on a curving street line having a radius of less than 100 feet, the minimum frontage shall be 10 feet.
 - b. Side.
 - (1) Interior - ten feet.

(2) Street - 15 feet, except that the minimum shall be:

- (a) Nine feet for any lot having a width of 45 feet but less than 50 feet.
- (b) Eight feet for any lot having a width of 40 feet but less than 45 feet.
- (c) Seven feet for any lot having a width of 35 feet but less than 40 feet.
- (d) Six feet for any lot having a width of 30 feet but less than 35 feet.
- (e) Five feet for any lot having a width of less than 30 feet.

c. Rear - 15 feet.

d. Exceptions to Front Yard and Street Side Yard Regulations. Off-Street Yard Regulations. Off-street parking may be located within the required front and street side yards adjoining the required landscaped strip abutting public streets rights-of-way.

3. Maximum Floor Area Ratio

The maximum floor area ratio shall be two.

In determining floor area ratio, a property owner may include in his computations portions of his land adjacent to the development which are included in the FW Zone, the FPF Overlay Zone, or the Hillside Review Overlay Zone.

4. Regulations for Residential Development.

No lot shall be occupied by more than one dwelling unit for each 1,000 square feet of lot area.

All buildings, improvements or portions thereof, erected, constructed, covered, established altered or enlarged in this zone which are designated or intended for living purposes shall observe minimum front, side or rear yards, and floor area ratio set forth in this ordinance.

5. Landscaping.

Prior to the use and occupancy of any premises, a strip of land within said premises abutting public street rights-of-way (except for approved ways of egress) shall be suitably landscaped with shrubs, trees, and ornamental ground cover. Said strip shall have a minimum depth of five feet and an area equal in square feet to ten times the length of the property line abutting public street rights-of-way (except for approved ways of ingress and egress). Any portion of said landscaped strip which exceeds 25 feet in depth shall not be included in calculating the required area. Prior to the issuance of any building permits, a complete landscaping plan shall be submitted to the Zoning

Administrator for approval; said landscaping plan shall be in substantial conformance with standards and specifications adopted by the Planning Commission as set forth in the document entitled, "Developmental Standards and Operational Standards - Landscaped Strips," on file in the office of the Planning Department. Substantial conformance shall be determined by the Zoning Administrator; said determination shall be subject to appeal in the manner set forth in Chapter X, Article 1, Division 5 of the San Diego Municipal Code. Landscaping and required watering systems shall be installed prior to the use of the premises. All landscaping material in required landscaped areas shall be permanently maintained in a growing and healthy condition, including trimming, as appropriate to the landscaping material in accordance with the "Developmental Standards and Operational Standards - Landscaped Strips" referred to above.

6. Other applicable property development regulations are contained in Division 6 of this Article.

E. OFF-STREET PARKING REGULATIONS

1. Every premises used for one or more of the permitted uses listed in paragraph "B." above shall be provided with a minimum of off-street parking spaces on the same lot or premises as follows:
 - a. For apartments, multiple dwelling and group dwellings, 1.3 parking spaces for each dwelling unit containing not more than one bedroom, and 1.6 parking spaces for each dwelling unit containing two or more bedrooms.
 - b. For hotels and motels, one parking space for each guest room, and one space for each 500 square feet of gross floor area used for meeting or banquet functions.
 - c. For private clubs and similar establishments, one parking space for each guest room or one parking space for each 400 square feet of gross floor area, whichever is greater.
 - d. For areas used for banquet rooms, dining, dancing, or the serving of drinks, except as provided in E.1 .b., one parking space for each 80 square feet of gross floor area.
 - e. For golf courses and golf driving ranges, ten parking spaces for each fairway and one for each range tee.
 - f. For each play or game court (tennis, handball, etc.), one parking space for each player authorized to participate at one time under the rules of the Amateur Athletic Union.
 - g. For gymnasiums and swimming pools, one parking space for each 250 square feet of gross floor area and one parking space for each 35 square feet of water area.
 - h. For bowling lanes, seven parking spaces for each alley.

- i. For marinas, three parking spaces for each five boat slips.
 - j. For theaters other than drive-in theaters and places of assembly not otherwise provided for in this section, one parking space for each three fixed seats, or one space for each 21 square feet of gross floor area where there are no fixed seats.
 - k. For incidental or accessory businesses and office, one parking space for each 400 square feet of gross floor area.
 - l. Parking required under paragraph E.1.e. through E.1.i. above may be reduced by 50 percent if the subject facilities are accessory to a hotel or motel.
 - m. For regional shopping centers and shopping centers designed to provide convenience goods and services for residential neighborhoods, one parking space for each 200 feet of gross floor area.
 - n. For medical and dental buildings, one parking space for each 250 square feet of gross floor area.
 - o. For business and professional office uses, and all other permitted uses not otherwise provided for in the CA2 Zone (except distribution substations and gas regulators) one parking space for each 300 square feet of gross floor area.
- 2. Where ambiguity exists in the application of these off-street parking requirements, or where any use not specified in paragraph "B." above is found to be a permitted use, the off-street parking requirement shall be consistent with that for similar uses in this zone.
 - 3. Any portion of a facility devoted to meeting the off-street parking requirement in the CA2 Zone shall not be counted in determining floor area for purposes of computing the floor area ratio specified in paragraph D.3 of this ordinance.
 - 4. All off-street parking facilities shall be constructed, operated and maintained in compliance with Division 8 of this Article.

Note: Appendix "H" is provided only for informational purposes. It is an implementation proposal recommended by the Mission Valley Unified Planning Committee as part of its recommended Concept 8. Concept 8 was not approved by the City Council on June 25, 1985, therefore, this information is included for background purposes only.